



CALIFORNIANA

REFERENCE DEPARTMENT



MAIN LIBRARY



SAN FRANCISCO PUBLIC LIBRARY



3 1223 90149 0632

338.079 SA57

713703

NOT TO BE TAKEN FROM THE LIBRARY

Form 3427

MAY 26 1956



INDUSTRIAL SAN FRANCISCO

A sepia-toned illustration of an industrial cityscape, likely San Francisco, featuring numerous factories with smokestacks emitting thick plumes of smoke. A prominent clock tower or church spire rises above the industrial buildings. In the foreground, a body of water reflects the scene, with a few small boats visible.

INDUSTRIAL SAN FRANCISCO

IN WORD AND
PICTURE

Published by SAN FRANCISCO CHAMBER of COMMERCE

MAY • NINETEEN TWENTY

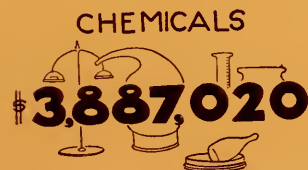
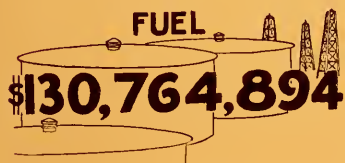


Material Reasons for San Francisco's Remarkable Industrial Growth

x 338.079

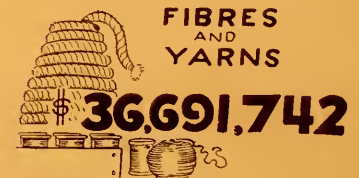
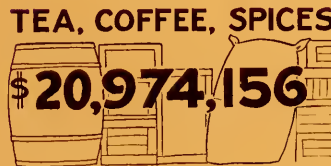
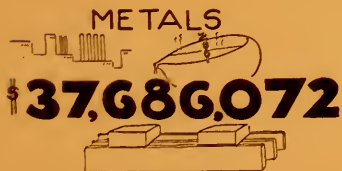
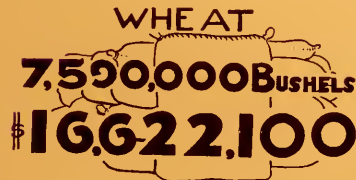
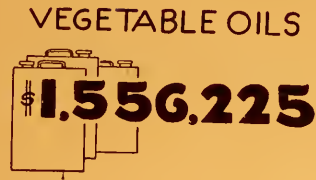
Sa 57

713703
REFERENCE



How California Helps to Feed a Hungry World

A Part of California's Annual Contribution to the Nation's Wealth



San Francisco a World Market for Products of the Orient

POWER--Showing where SAN FRANCISCO'S industries get their power. These lines transmit 350,000 hydro-electric horse power from stations in the Sierra Nevada to the factories on the shores of San Francisco Bay. The service is augmented by auxiliary steam plants in the cities which produce an additional 250,000 horse power. The ultimate development of hydro-electric energy in California's mountains will be in excess of 8,000,000 horse power.

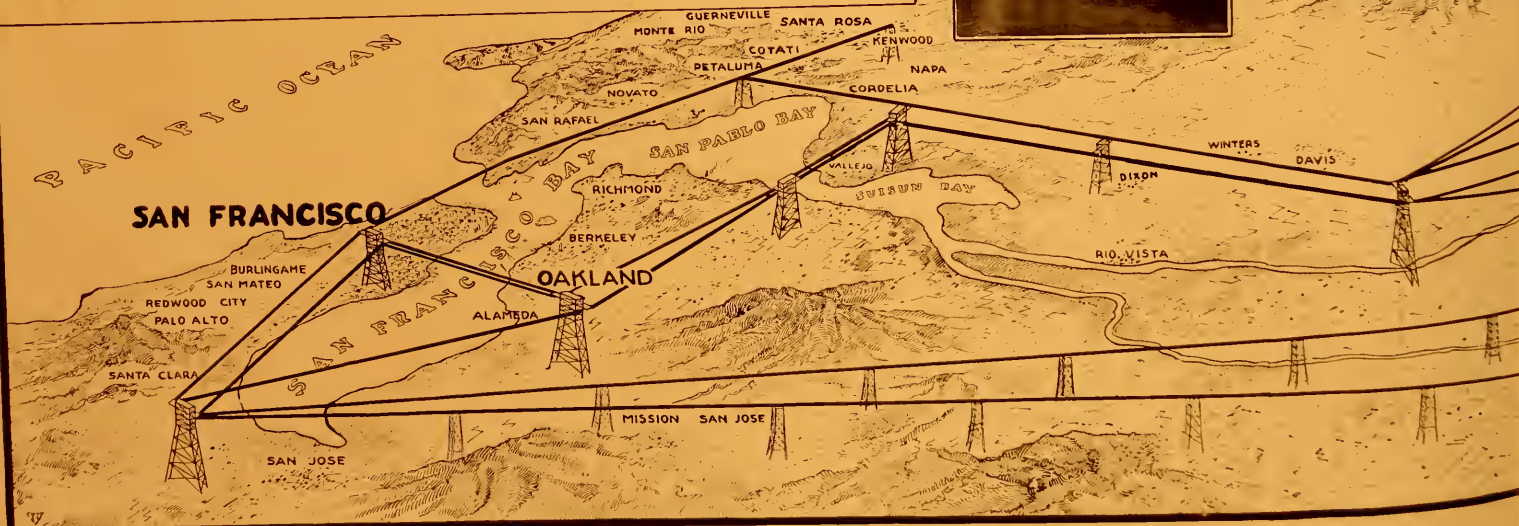
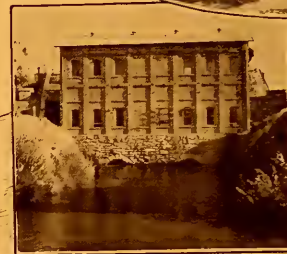
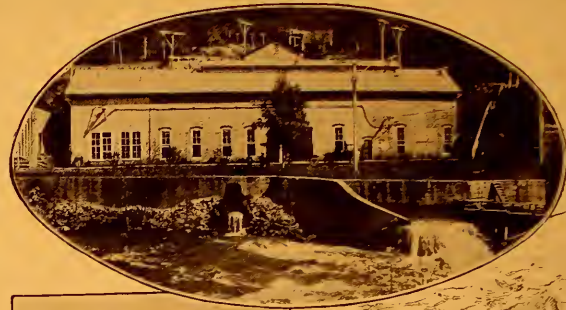
RATES ARE LOW, AS SHOWN BY THE APPENDED SCHEDULE
FOR A 400-500 H.P. INSTALLATION.

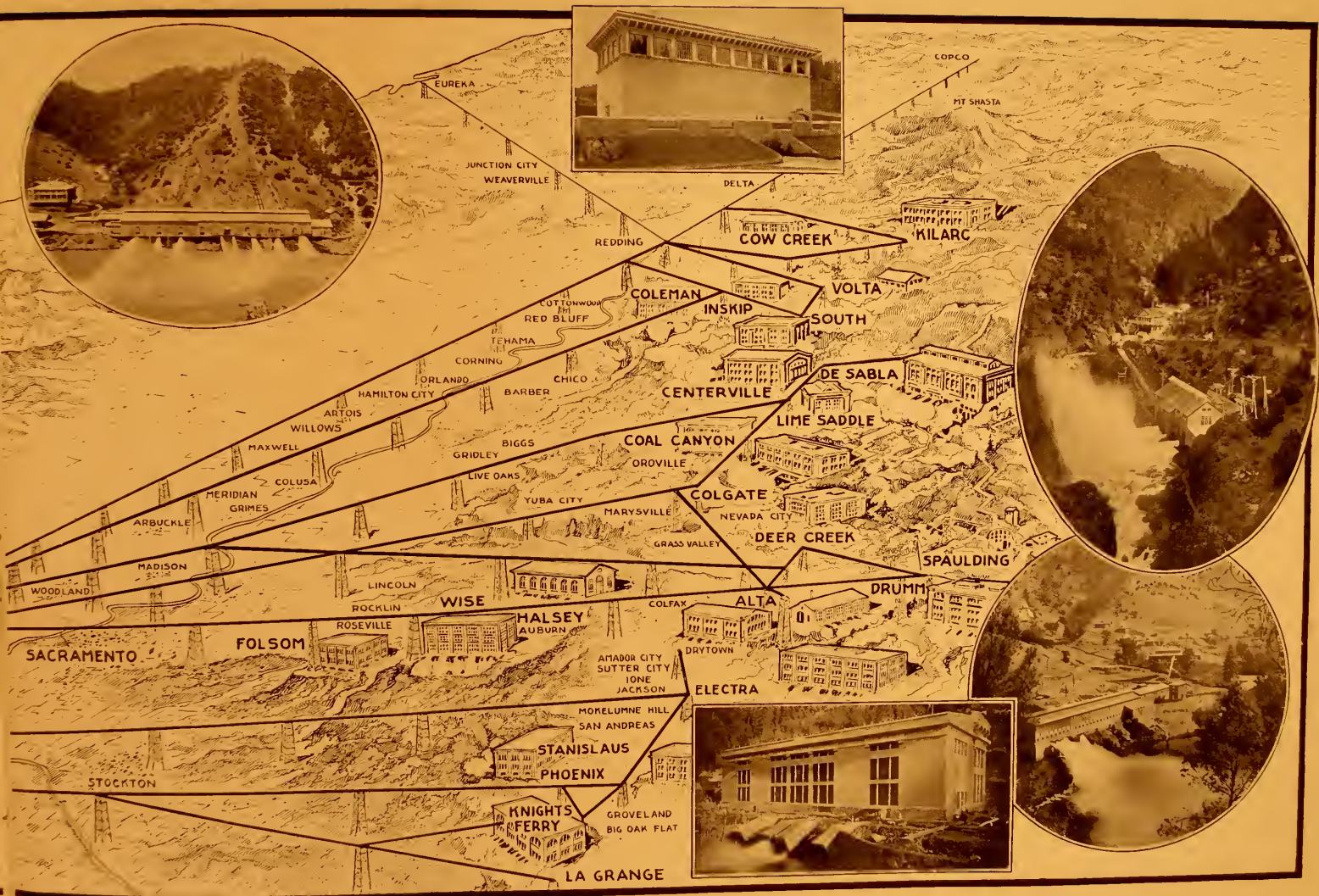
\$1.80 per K.W.H. for first 60 K.W.H. per month per H.P.
 “ “ “ “ “ “

1
 .90 " " " next 60 " " " " "

	"	"	"	"	60	"	"	"	"	"
.75	"	"	"	"	6	"	"	"	"	"

.65 " " " all over 60 " " " " "





SAN FRANCISCO IS THE WESTERN TERMINAL FOR THREE TRANS-CONTINENTAL RAILROAD SYSTEMS AND THREE COAST TRUNK LINES—the Southern Pacific Company, the Atchison, Topeka and Santa Fe Railroad, and the Western Pacific Railroad Company.

Thirty-three companies operate over 150 ocean carriers in foreign and trans-Pacific trade.

Eighteen companies operate 100 steamers in coast-wise trade.

Scores of barges, scows and steamers afford cheap and dependable transportation on the bay and rivers.

Rail congestion, tie-ups and freight embargoes are defied by a huge motor transport system operating over California's 5800 miles of paved highways.

Two hundred and twenty-three acres of wharves and docks on San Francisco's waterfront are served by 144 spur tracks of the Harbor Belt Line, the connecting link between rail and steamship.

A further network of spur tracks, connecting with the main lines taps all sections of the industrial district.



San Francisco

Pacific Coast Center of Transportation and Distribution

San Francisco

*At work or play—out
of doors 365 days
in the year*



*Children's Playground
Golden Gate Park*

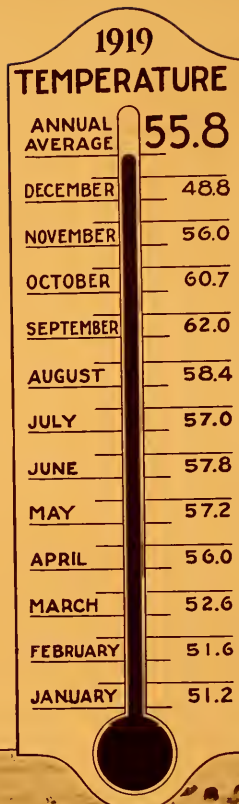


*Crowds along the
Ocean Beach.*

SUNSHINE
64 %
**HOURS OF
SUNSHINE**

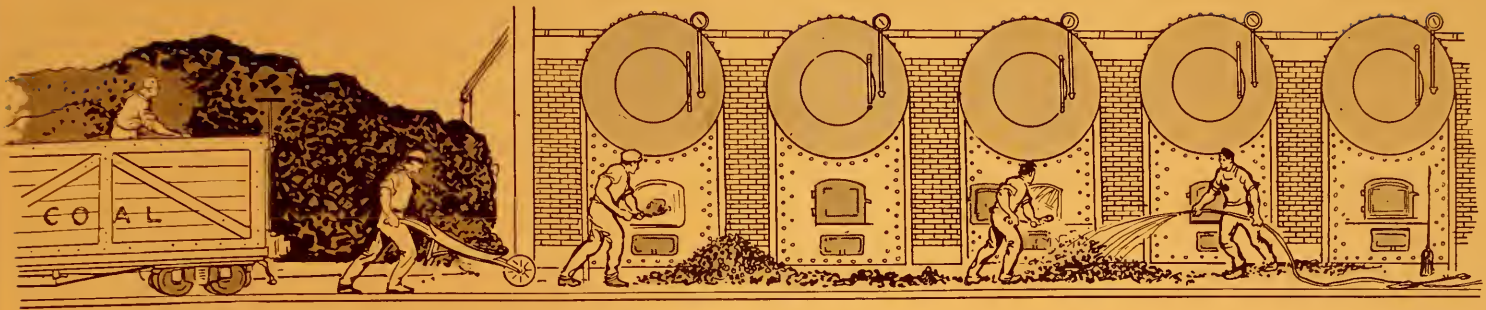


Olympic Club's annual dip in the Pacific on New Year's Day



RAINFALL
23.25 IN.
**ANNUAL
AVERAGE**

NO SMOKE • NO DUST • NO DIRT • NO ASHES



Oil vs. Coal for Fuel

Three and one-fourth barrels Fuel Oil are equal to one ton best Steam Coal.

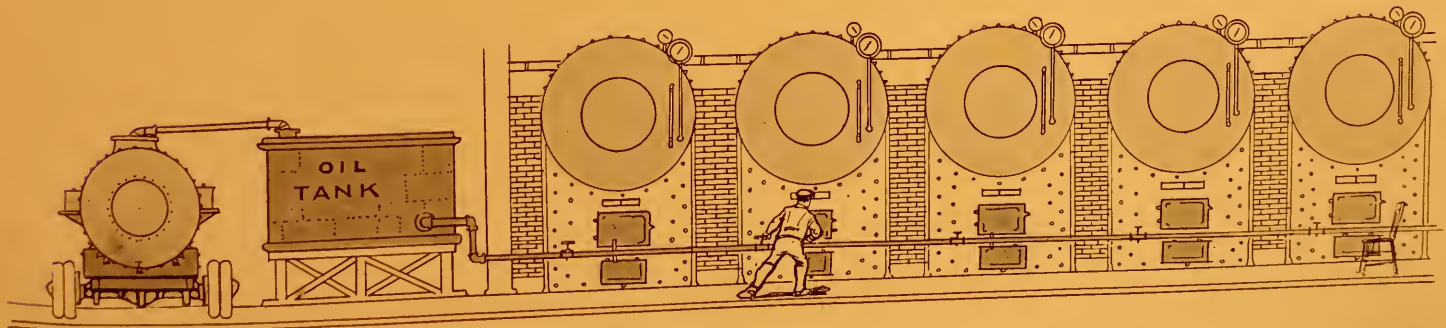
THIRTY-SIX CU. FT. of Space is required to store one net ton of coal. Its equivalent in fuel oil occupies NINETEEN CU. FT. of Space.

ONE MAN firing with oil does the work of FIVE MEN firing with coal.

No smoke, no dust, no dirt, no ashes.

Estimated total saving in the use of fuel oil as compared with coal over 65%.

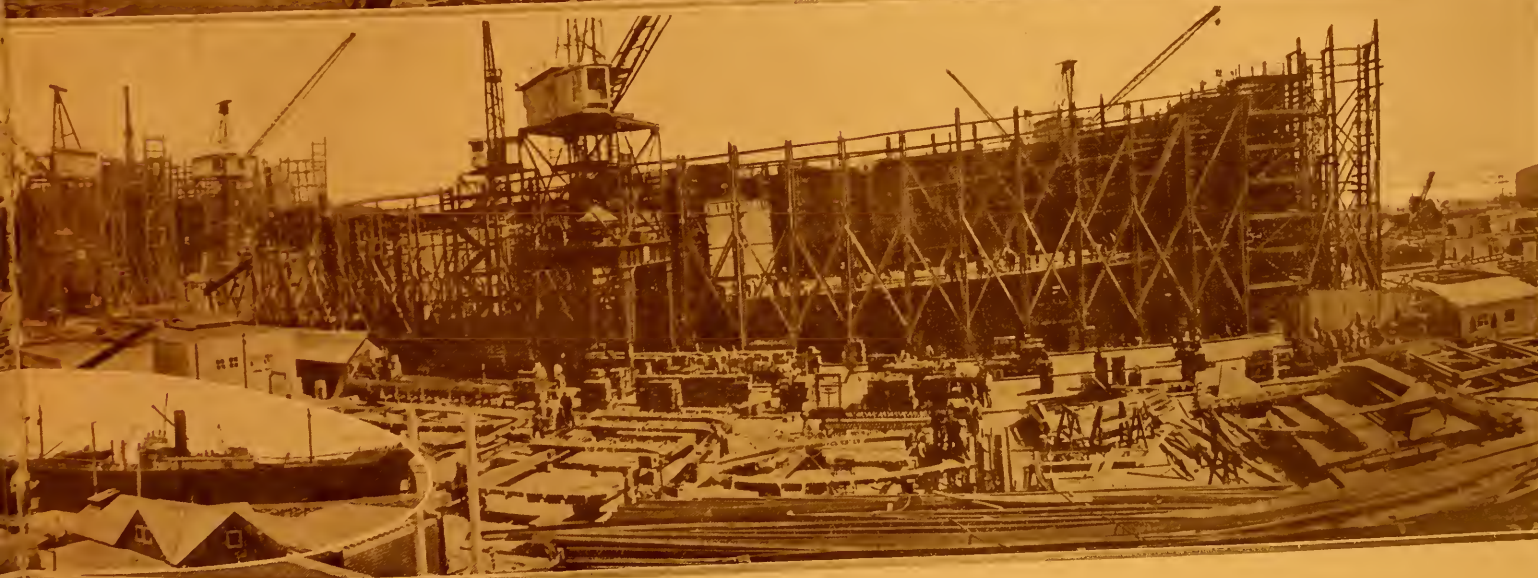
San Francisco Uses Oil




A three-year record of Shipbuilding on San Francisco Bay. 97 cargo ships



s, 945,783 tons completed; 110 naval craft, including 3 super-dreadnaughts



A high-angle, sepia-toned photograph of a massive crowd of men walking across a wide street in San Francisco. The men are dressed in early 20th-century work clothes, including hats, coats, and trousers. They are moving in various directions, creating a sense of organized chaos. In the background, there are buildings, utility poles with wires, and some early automobiles. The overall atmosphere is one of a busy, industrial city.

In San Francisco the home ties the worker
to his job



SAN FRANCISCO LABOR

One and one-quarter million people living within a fifty-mile radius of the city.

A large foreign element in which the hardy European races predominate. They are the best workers in the world for heavy industry — the women are unexcelled in the lighter trades.

Climatic conditions which attract and hold the worker, permitting steady employment 365 days a year at maximum efficiency.

During the war emergency, workers in the Shipyards and Metal Trades increased over 50,000 in a few months.

San Francisco labor is not affected by the seasonal trades.

Thousands of workers own their own homes, and there has never been a serious housing problem in San Francisco.

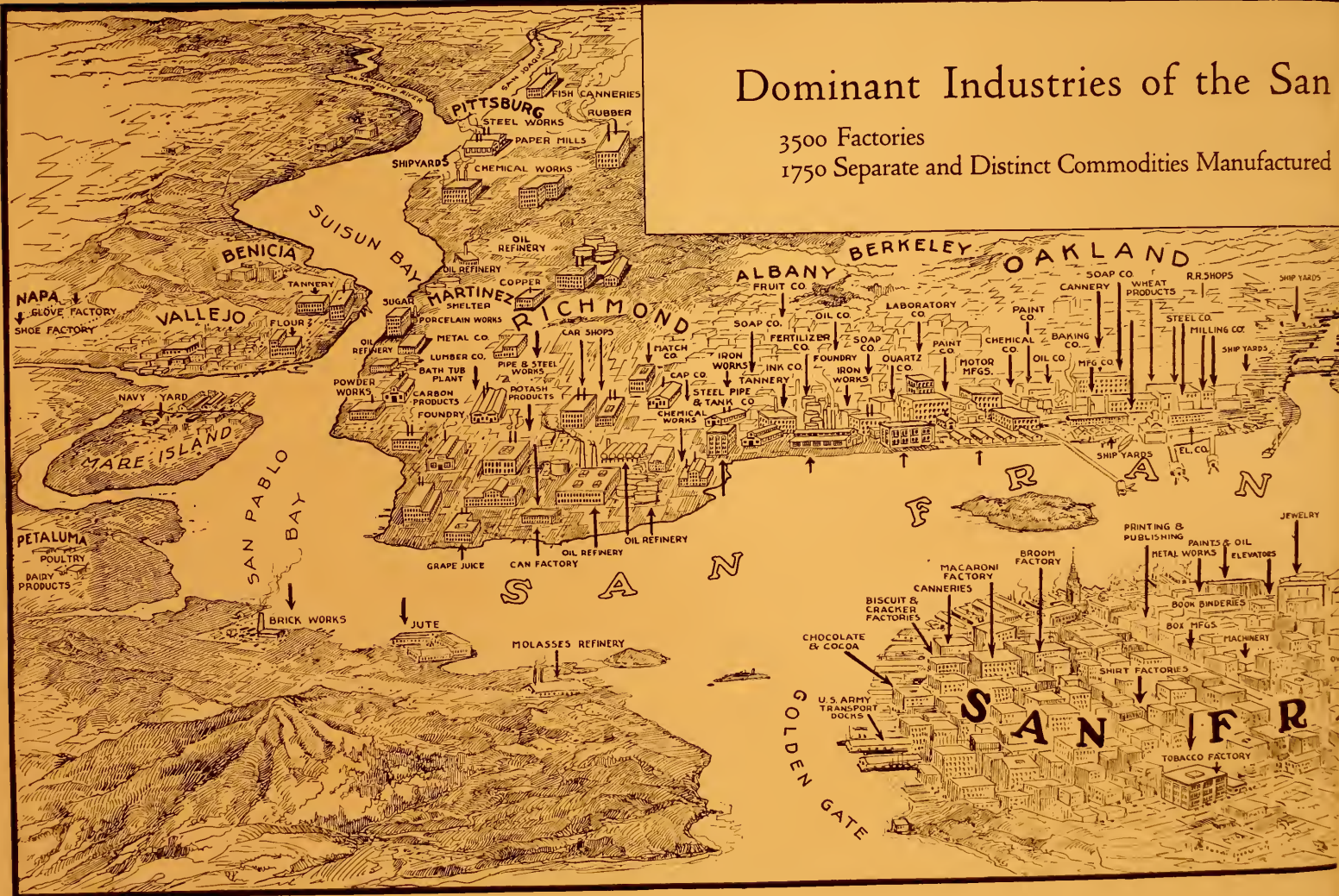
Eighty thousand children attend San Francisco's public schools, and fifteen thousand young men and women are being trained for the business and professional world at two great universities within an hour's ride of the city.



Dominant Industries of the San

3500 Factories

1750 Separate and Distinct Commodities Manufactured



Francisco--Oakland Metropolitan Area

\$750,000,000

Estimated Production for 1919



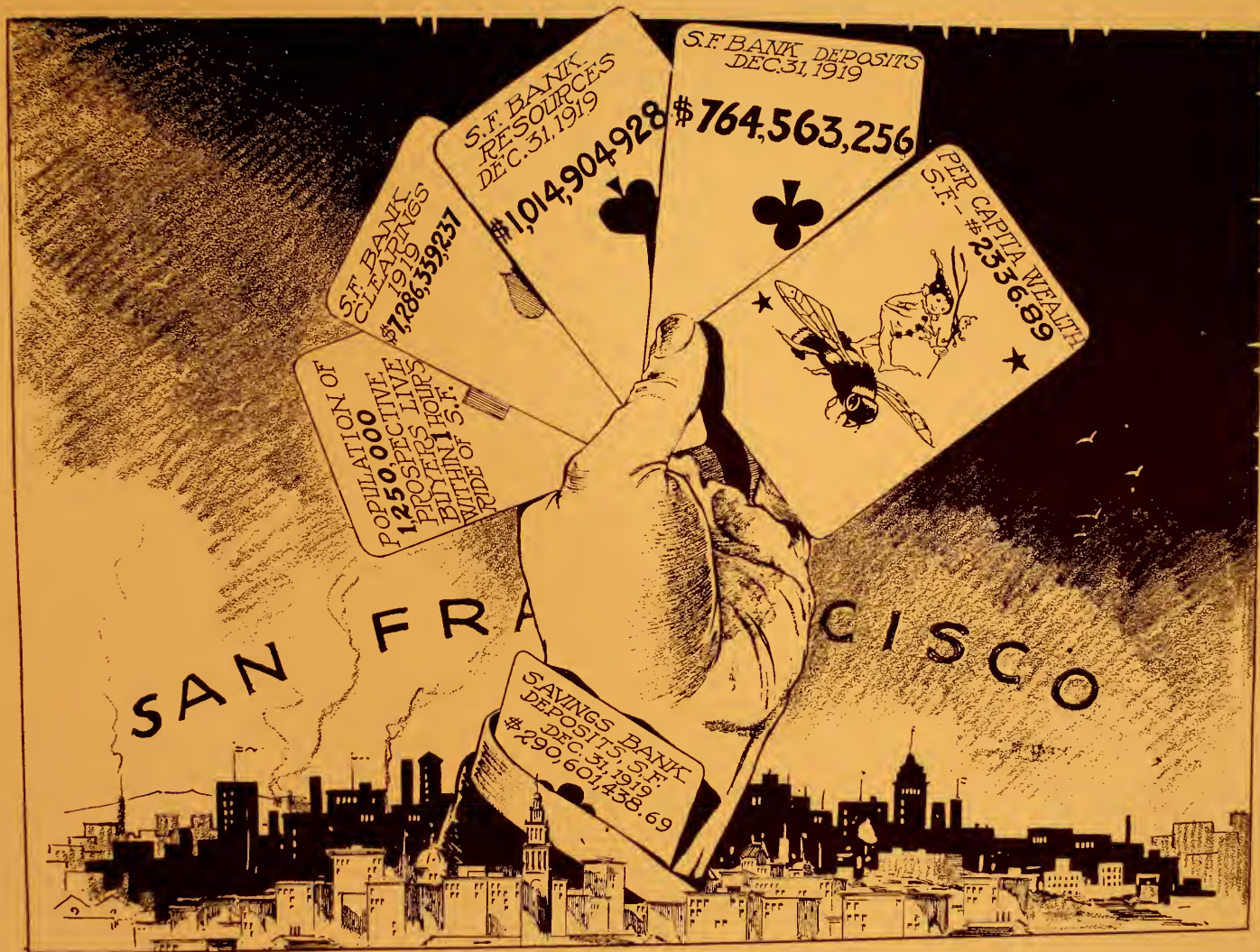
SAN FRANCISCO'S BUYING POWER

One and one-quarter million prospective buyers live
within an hour's ride of San Francisco.

Five million more can be
reached over night.

Per Capita Savings Bank Deposits, U. S. - - - \$53.66

Per Capita Savings Bank Deposits, San Francisco - \$484.39





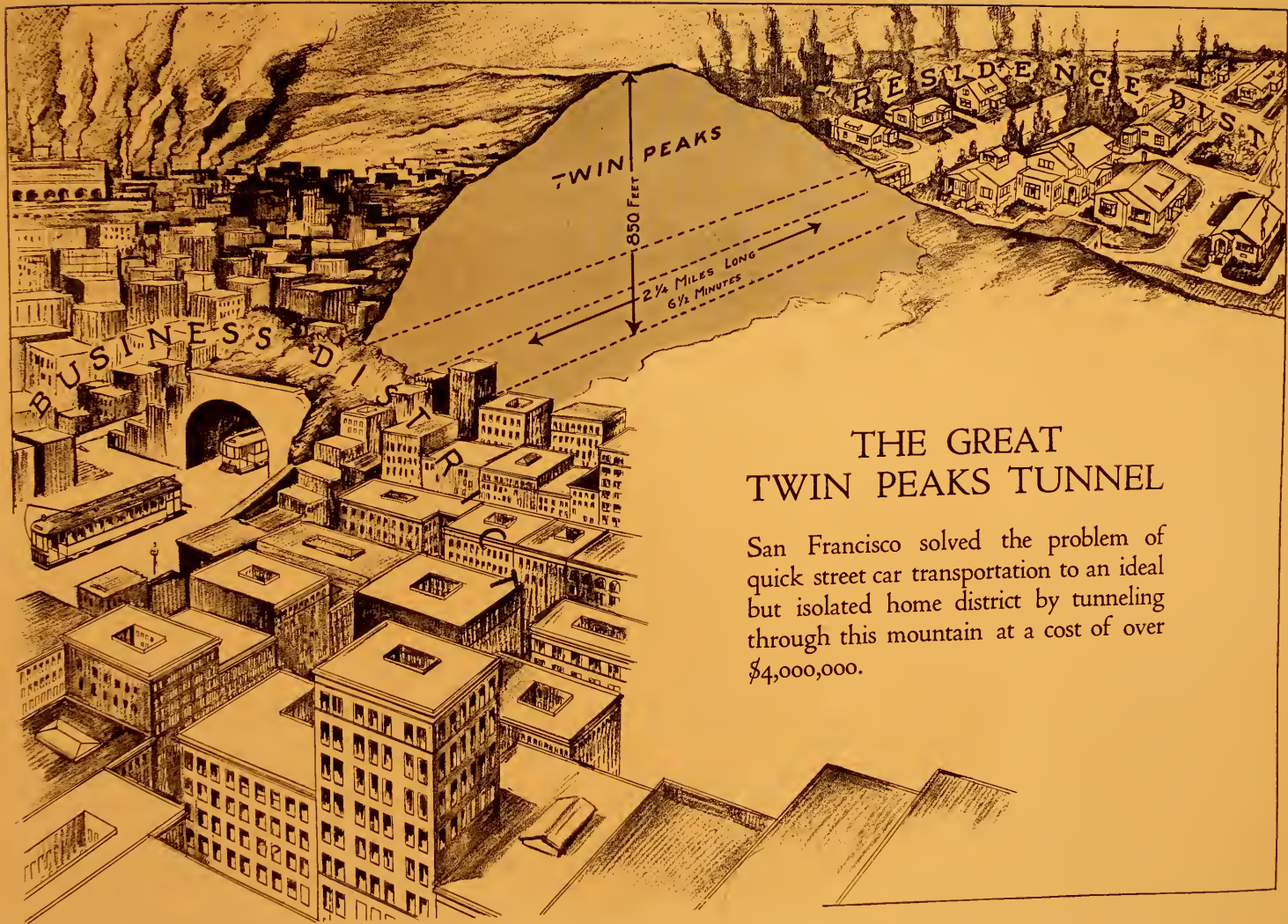
U. S. Battleship New Mexico, 32,000 tons, length 600 feet, beam 98 feet, in dry dock at Hunter's Point.

U. S. Army Transport Mount Vernon, 18,372 tons gross, length 685 feet, beam 72 feet, depth 40 feet, in dry dock at Hunter's Point.



Hunter's Point, San Francisco, bordered by water 60 feet deep, and served by tracks connecting with three trans-continental railroad systems.

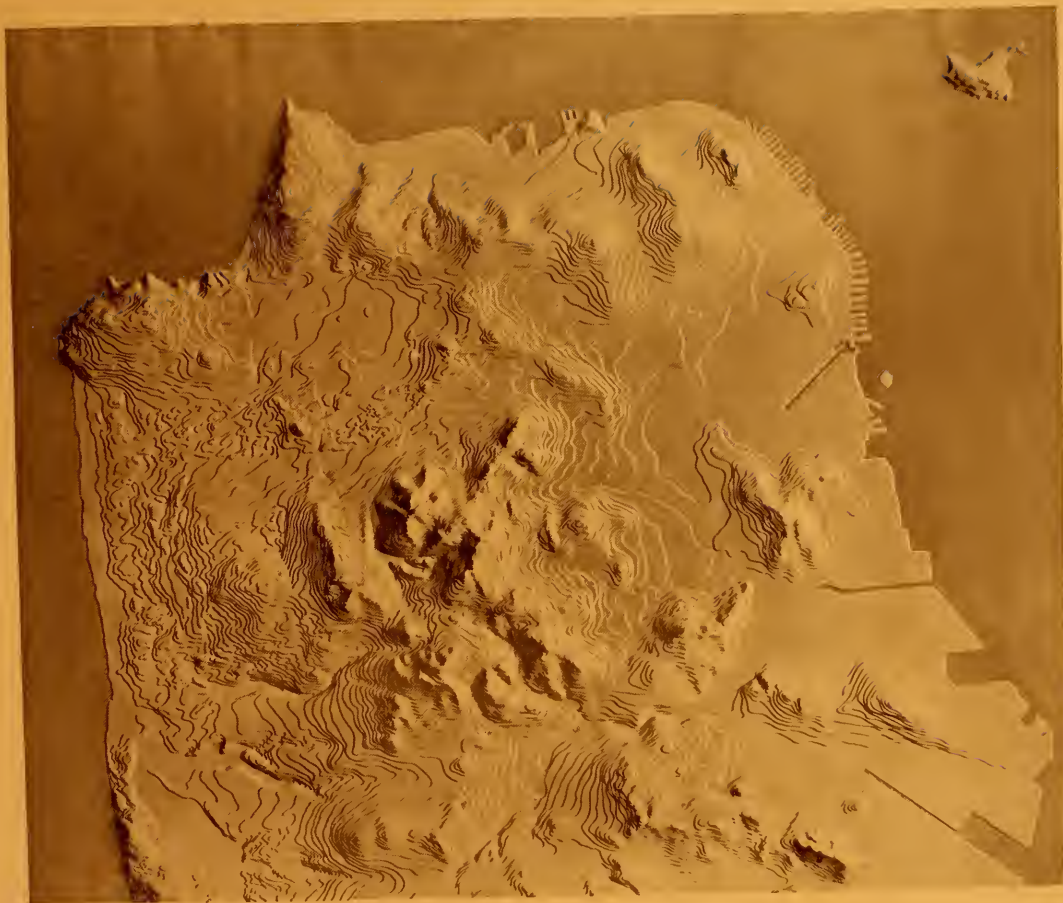
Its ultimate development will provide a huge industrial area unequaled on the American continent.



THE GREAT TWIN PEAKS TUNNEL

San Francisco solved the problem of quick street car transportation to an ideal but isolated home district by tunneling through this mountain at a cost of over \$4,000,000.

*San
Francisco
in
Relief*



*"Wisdom Delights in
Water;
Love Delights in
Hills."*



INDUSTRIAL SAN FRANCISCO





